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FISH AND AIR.

Water Containing Sufficient for Them To Exist.

How does a fish contrive to live in an ice covered pond, into which no air can enter. This question has puzzled many. A naturalist deals with the question thus: The matter troubles the fish but little. In Siberian or American rivers, they catch fish through three or more feet of ice, and find them in capital condition too. Yet the fish must have air. How does he get it? It is in the water at all times, plenty of it. You may discover its pressure by allowing water slowly to become warm in a vessel of tin or iron. The air, which is held in the water, very much as water is held in a sponge, is expanded by the heat, and may be seen gathering in small bubbles attached to the surface of the vessel. A fish needs very little air, for he has very little blood, and this is sufficiently oxidized by coming in contact with air in the water forced through his gills. If you take a fish from his element you will observe his gills to redden suddenly. This is due to the rapid oxidation of the blood. The fish is killed by excess of air.

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ONE FARE OF PICKLED HERRING

Only Arrival Here Except Market Boats.

Outside of a lot of the market boats, which dodged in before the gale rose to its height, and one Nova Scotia vessel which came in laden, there have been no arrivals since last report. The boats at the wharves got out extra warps and second anchors were the rule with those in the stream.

The herring craft was the Lockport, N. S., sch. Ida M. Clark, chartered by the Gorton-Pew Fisheries Company, with a barrelled pickled herring cargo, secured at Liverpool, N. S., and vicinity. She reached port before the storm came on heavy.

The arrivals and receipts in detail are:

Today's Arrivals and Receipts.

Br. Sch. Ida M. Clark, Liverpool, N. S., 955 bbls. pickled herring.
Sch. Buema, shore.
Sch. Stranger, shore.
Sch. Little Fanny, shore.
Sch. Etta B., shore.
Sch. Emily Sears, shore.
Sch. Motor, shore.
Sch. Georgianna, shore.
Steamer Norwood, shore.
Sch. Clara G. Silva, Boston.
Sch. Mary E. Cooney, Boston.
Sch. Maud F. Silva, Boston.
Sch. Mary D. Costa, Boston.
Sch. Annie and Jennie, Boston.
Sch. Mary F. Curtis, Boston.

Today's Fish Market.

Bank halibut 12c per lb.
Board of trade prices:
Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
Trawl salt Georges cod, large, \$3.50; mediums, \$3.
Large salt handline Georges cod, large, \$3.75; mediums, \$3.25.
Dory handline salt cod, large, \$3.25; medium, \$3.
Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.
Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.
Splitting prices for fresh fish, Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large, \$1.20 for medium and 50c for snappers; haddock, 65 cts.; hake, 90 cts.; pollock, 60 cts.

Fishing Fleet Movements.

Sch. Smuggler is at Louisburg, C. E., held up by a northwest gale.
Sch. Essex left Louisburg, C. E., Monday for Bay of Islands.
Sch. Ella M. Goodwin is fitting for a Newfoundland herring trip, under command of Capt. Douglas McLean.

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Portland Fish Notes.

Quite a number of fares of fish were brought in yesterday, which will bring good prices today. The schooner Fanny Reed, which came in late Saturday with a fare of 14,000 pounds, had a very rough passage up from the eastward, her decks and rigging being covered with ice, and her sails had also suffered damage.

The arrivals included sch. Fanny Reed, 14,000 pounds fresh fish, sch. Alice M. Guthrie, sch. Albert W. Black 15,000 pounds, sch. Kate C. Palmer 5000 pounds, sch. Island Gem 2000 pounds, sch. A. P. Parkhurst 2000 pounds, sloop Minerva 2000 pounds sch. Albert D. Willard.

Made Quick Pollock Trip.

Sch. Pauline, Capt. Percy W. Firth, of this port, has made a remarkable record last week and this week so far. Last week while others were hugging the harbors Capt. Firth made three trips and captured the position of high liner of the pollock fishermen. Yesterday was his first call at T wharf this week, but he expects to be back again either tomorrow or Thursday. His last trip was one of the shortest made, as he left T wharf late Saturday and was back early Sunday night, and in the few hours he was out his men caught 20,000 pounds of pollock.

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FISH PLENTY AT BOSTON.

Large Fleet Arrived There Despite the Storm.

Despite the heavy easterly storm which raged with such violence all last night, a good sized fleet of fishing vessels succeeded in reaching T wharf and opening time found 28 vessels there with fish fares and about every trip a good money maker. Prices ruled high, as the dealers know that there is no fishing going on today and the chances of even a fair supply tomorrow are slim. The indications are that Wednesday's prices will be even better than today's high market.

All the fleet in, excepting schs. Onato and Benjamin F. Phillips, are shore boats, with fares of from 5000 to 28,000 pounds, sch. Pontiac being on deck for a big stock with the latter amount. Schs. Manomet, Rena A. Percy, Athena, Seaconnet, Catherine D. Enos and Ethel B. Penny, have between 15,000 and 22,000 pounds, which means big checks for each one. Several crafts have 10,000 pound catches or thereabouts.

Of the off shores, sch. Onato drove home in the easterly from Western Bank with a fine catch, 59,000 pounds and stands to stock about \$2000 for her haddock sold at \$3.80 per hundred weight right through, for old and new. Sch. Benjamin F. Phillips dashed in from South Channel, driving up across the bay this morning reaching the dock about 8 o'clock. Her catch was unreported. Capt. Powers reports the gale of last night as very heavy indeed.

Shore haddock touched \$4.50 and large cod, \$5.50, with hake all the way from \$2.50 to \$5.

Among the receipts at Boston yesterday morning were 249 boxes of frozen mackerel from Newport. This is part of the mackerel left there by seiners and netters when the fish were running freely in that vicinity, and were put into the freezers for the time when mackerel had run out on the fishing grounds.

For Monday there were a lot of smelts put on the market. The day is usually a light one for fish that have to come so far, but the fishermen sent their smelts by express Sunday and they arrived early Monday morning in good order. Among them were a lot of chilled smelts from New Brunswick, where the cold weather is giving the fishermen a chance to partly freeze their fish. The latter fish arrived in good condition and are a precursor of the regular frozen smelts which will begin to arrive soon.

For the week ending Thursday night, 134 arrivals with 1,501,700 pounds of fresh fish were landed at Boston against 101 arrivals with 1,027,600 pounds for the corresponding week last year.

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The receipts in detail are:

Boston Arrivals.

Sch. Appomattox, 14,000 pollock.
Sch. Ralph Russell, 15,000 pollock.
Sch. Freedom, 2500 cod.
Sch. Warren M. Goodspeed, 8000 haddock, 6000 hake.
Sch. Ida M. Silva, 4000 haddock, 1000 cod, 1000 hake, 2000 pollock.
Sch. Teresa and Alice, 4000 haddock, 500 cod, 3000 hake.
Steamer Quoddy, 12,000 pollock.
Sch. Yankee, 3000 haddock, 500 cod, 2000 hake.
Sch. Hope, 4000 haddock, 1500 cod, 5000 hake.
Sch. Aspinet, 6000 haddock, 2500 cod, 3000 cusk, 3000 pollock.
Sch. Cherokee, 2700 cod.
Sch. Priscilla, 12,000 cod.
Sch. Galatea.
Sch. Lydia, 500 haddock, 500 cod, 200 hake.
Sch. Rebecca, 6000 haddock, 7000 cod.
Sch. Ethel B. Penny, 7000 haddock, 4000 cod, 1000 hake, 7000 cusk.
Sch. Benj. F. Phillips.
Sch. Onato, 48,000 haddock, 9000 cod, 2000 hake.
Sch. Catherine D. Enos, 2000 haddock, 16,000 cod.
Sch. Seaconnet, 8000 haddock, 2000 cod, 5000 hake, 4000 pollock.
Sch. Pontiac, 10,000 haddock, 9000 cod, 5000 hake, 4000 pollock.
Sch. Athena, 8000 haddock, 1000 cod, 4000 hake, 4000 cusk.
Sch. Emily Cooney, 4000 haddock, 1000 cod, 3000 hake.
Sch. Lillian.
Sch. Hortense, 6000 haddock, 2000 cod, 3000 hake, 500 pollock.
Sch. Ellen C. Burke, 4000 haddock, 1000 cod, 6000 hake, 2000 pollock.
Sch. Mary Edith, 1000 haddock, 1000 cod, 6000 pollock.
Sch. Manomet, 6000 haddock, 4000 cod, 12,000 hake.
Sch. Rena A. Percy, 6000 haddock, 5000 cod, 10,000 hake.
Haddock, \$3.80 to \$4.50 per cwt.; large cod, \$5 to \$5.50; market cod, \$2.50; hake, \$2.50 to \$5; cusk, \$1.25; pollock, \$2.15 to \$2.30.

Haddock Prices.

The haddock of the fresh fish fare of sch. Rex, which sold here yesterday to the firm of Neal & Company, brought \$3.25 per hundred weight for new and \$2.25 for old.

Sailed on Herring Trip.

Sch. Athlete sailed Saturday on a herring trip to Bay of Islands, N. F.

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ANOTHER SALT HERRING CARGO.

The British sch. Strathcona arrived here this morning from Bonne Bay, N. F., with a full cargo of salt herring, consigned to Fred Bradley, who has sold the cargo to the local smokers to be divided. The cargo, being dutiable, was entered at the custom house this forenoon, and the work of discharging the cargo was quickly begun. The craft had a hard time of it in the gale of Monday night and Tuesday morning, but escaped damage.

The captain of the Strathcona says that he came out from Bonne Bay Sunday, in company with sch. Alice R. Lawson, and that it was Capt. Rudolph of the latter craft with whom he had the little wager as to which would first reach Gloucester, and not Capt. Nelson of sch. Senator Gardner, which left the Friday before.

The craft made a fine passage down the gulf, but the skipper, who jumped aboard at the last minute to bring her here, found soon after getting out that there was only a barrel of coal on board, and all the water was in a cask on deck.

The craft took on some seas on the way down the gulf, and the water soon became salt, so he was forced to take his craft into Louisburg, C. B., for both of these necessities and this practically destroyed his chances of getting here first.

The Strathcona struck into the last easterly gale, coming across the Bay of Fundy. The skipper run her until his log, at 4 o'clock Tuesday morning, gave him 28 miles from Thatcher's island, and then hove her to, making sail again after the gale abated and reaching port without further incident.

He reports that the gale, while it lasted, was a very heavy one, and by far the worst of the whole trip. The wind was accompanied by a very bad sea.

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Virginia Fisheries.

Dr. Hugh M. Smith, Deputy United States fish commissioner, says the fisheries of Virginia at present are more extensive than any other state, with the single exception of Massachusetts. The Massachusetts fisheries are to a very large extent conducted in the open ocean, many miles off shore, while the fisheries of Virginia are confined to waters that are under the jurisdiction of the commonwealth. It thus appears that Virginia holds the first place in the entire country for fishing prosecuted in home waters. In 1880, and for 10 years thereafter, the rank of Virginia was only fifth or sixth, based on the value of the products. The recent increase has been marked, and has depended on increases in population, greater activity and especially the use of more effective apparatus and methods.

Dr. Smith says the supply of bluefish and weakfish cannot be controlled in any particular localities by legislative action, for natural reasons, but the Spanish mackerel ought to receive such attention. That fish is now caught in quantity one-fifth of what it was 20 years ago. He declared that after 23 years of special study he had reached the conclusion that menhaden fisheries ought not to be interfered with in the Chesapeake Bay or elsewhere, because of other fish destroy infinitely more menhaden than man does.

Remarking on the natural resources of the Old Dominion and its proximity to the great centers of population, Dr. Smith said: "There is no reason why Virginia should not become a great resort for anglers and your rivers and brooks will become one of the greatest assets of the state, as they have of other states. The correct attitude toward the conservation of wild creatures and fish, has made Maine the great resort of outside anglers and sportsmen, who leave \$25,000,000 in the Maine woods each year. The upper courses of all the Virginia rivers and streams have such great present and prospective value as recreation grounds and so little value as commercial fishing grounds, that all forms of fishing in them for profit or market should be prohibited."

Salt Fish Trade.

The Fishing Gazette says: "Although the shadow of the Christmas holidays is upon the fish market, trade during the week was fairly good. Mackerel have been selling well, with prices practically unchanged. Herring are not so active, but the movement is steady. Supplies are not large, and there is no reason to look for a decline in values."

"Such Newfoundland fish as has been received was quickly absorbed. The large round were quoted at \$6.00@6.50 and the medium at \$5."

"The news that herring have at last arrived in profitable numbers at Bay of Islands was very welcome to the trade."

"An exporter notes a little better demand for salt fish, with higher prices probable."

"Hake is advancing in value materially, with stock limited."

"Codfish also shows a firmer tone."

Fishing Products of the Great Lakes.

The fishery products of the Great Lakes, during the year ending Dec. 31, 1908, amounted to \$3,767,370, according to the preliminary report of the United States Census Bureau. The following statistics are confined to the fishing industry and do not include wholesale fish dealers or canneries.

Independent fishermen numbered 4402; wage earning fishermen, 4134; vessels, 319; value, \$858,669; outfit (bait, fuel, provisions, etc.), \$175,428; boats, 3956, \$617,042. Apparatus of capture, total, \$1,830,840; fyke and hoop nets, 4685, \$120,280; gill nets, 146,991, \$959,110; lines, \$22,830; pots for crawfish, 13,290, \$3290; pound nets 5435, \$684,810; seines, 565, \$33,910; trammel nets, 530, \$2350; miscellaneous, \$4260; shore and accessory property, \$1,074,980. Cash capital, \$257,080.

Portland Fish Notes.

A fleet of schooners connected with the local fishing industry arrived here Monday in time to save the day. There were but few fish on hand, but enough was secured from the half dozen vessels entering port to care for the next few days' demands. The fishermen reported that the conditions were favorable until Sunday when a storm commenced to brew so it was decided to get into port. Most of the schooners left several hours earlier than they would have ordinarily with the result of a decreased catch.

The arrivals were: schs. Fanny Hayden, with 7000 lbs. fish; Marjie Turner, 8000; A. D. Willard, 6000; Eva and Mildred, 11,000; Bernie and Bessie, 3000; Lizzie May, 3000; sloops Defender, 5000; Bennie, 2000; Ethel, 1000; Hobson, 2000; Isabel Parsons, 3000.

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FRESH BAIT
STILL SCARCE.Shore Boats Hoping For a
Good Fish Day Today.

Two of the Quero bank eastern deck handliners are along this morning, sch. Norma with 60,000 pounds and sch. Cecil H. Low with 40,000 pounds of salt cod. The torchers had no herring and fresh bait continues to be the scarcest thing on the list. The Newfoundland sch. Strathcona, salt herring laden, and expected yesterday or today, came in this forenoon.

Quite a number of the big vessels and shore boats came down from Boston and some of the shore boats went out last night, hoping for a fish day today. A goodly number, however, remained in port, thinking there would be no chance to set trawls.

This noon sch. Mina Swim, Capt. William Forbes, arrived from a Quero Bank deckhandlining trip, with a splendid fare, 85,000 pounds of salt cod, a fine wind-up for what has been a very successful season for craft, skipper and crew.

The arrivals and receipts in detail are as follows:

Today's Arrivals and Receipts.

Sch. Norma, Quero Bank, deck handlining, 60,000 lbs. salt cod.
Sch. Cecil H. Low, Quero Bank, deck handlining, 40,000 lbs. salt cod.
Sch. Emily Cooney, via Boston.
Sch. Pauline, via Boston.
Sch. Mary F. Curtis, via Boston.
Sch. James W. Parker, via Boston.
Sch. Mary DeCosta, via Boston.
Sch. Clara G. Silva, via Boston.
Sch. Mary E. Cooney, via Boston.
Sch. Thomas J. Carroll, via Boston.
Sch. Athena, via Boston.
Sch. Maud F. Silva, via Boston.
Br. sch. Strathcona, Bonne Bay, N. F., 1200 bbls. salt herring, 20 bbls. pickled herring.
Sch. Mina Swim, Quero Bank, eastern deck handlining, 85,000 lbs. salt cod.

Vessels Sailed.

Sch. Arbutus, Newfoundland herring trip.
Sch. James A. Garfield, Newfoundland herring trip.
Sch. Walter P. Goulart, shore.
Sch. Ida S. Brooks, shore.
Sch. Edith Silveira, shore.
Sch. Joseph H. Cromwell, Boston.
Sch. Matiana, shore.
Sch. Buema, shore.
Sch. Stranger, shore.
Sch. Hockomock, shore.
Sch. Pauline, pollocking.
Sch. Leo, shore.
Sch. Valentina, shore.
Sch. Massachusetts, halibuting.
Sch. Tacoma, halibuting.
Sch. Benjamin A. Smith, haddocking.
Sch. Parthia, St. Pierre, Miquelon, via Boston.
Sch. Rose Dorothea, Provincetown.

Today's Fish Market.

Bank halibut 12c per lb.
Board of trade prices:
Large drift Georges cod, \$3.60 per cwt.; medium cod, \$3.25.
Large halibut cod, \$3 per cwt.; medium cod, \$2.75; snappers, \$1.50.
Trawl salt Georges cod, large, \$3.50; mediums, \$3.
Large salt handline Georges cod, large, \$3.75; mediums, \$3.25.
Dory handline salt cod, large, \$3.25; medium, \$3.
Eastern drift salt cod, large, \$3.25 per cwt.; medium, \$3.
Trawl bank cod, large, \$3 per cwt.; medium, \$2.75; snappers, \$1.50.
Salt cusk, large, \$2.50 per cwt.; medium, \$2; snappers, \$1.
Salt pollock, \$1 per cwt.; salt haddock, \$1; salt hake, \$1.
Splitting prices for fresh fish, Western cod, large, \$2 per cwt.; medium do., \$1.65; Eastern cod, large, \$1.70; medium cod, \$1.40; cusk, \$1.65 for large, \$1.20 for medium and 50c for snappers; haddock, 65 cts.; hake, 90 cts.; pollock, 60 cts.

Made Quick Trip.

All records for fast sailing trips between Portland and the Southern coal ports have been broken by the performance of the six master Ruth E. Merrill. She sailed from Portland at noon November 30, and 45 hours later was inside of Cape Henry and had taken a tow for Baltimore, arriving there on December 3. The Merrill had previously established a great record for speed, having made many fine runs to and from this port, but this last trip eclipses them all.

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OFF-SHORE CRAFT
ARE PROMINENT.Make Nearly Half of Arrivals
at Boston.

Off-shore craft figure prominently in the fish arrivals at Boston today, there being four of these, beside the steam trawler Spray, in the 11 arrivals. Prices are well up, as was expected, and the quantity of fish in sight not large at all.

Of the off-shore vessels, schs. Raymah and Manhasset have good catches, 55,000 pounds each, mostly haddock. Schs. Slade Gorton and Robert and Arthur have smaller fares. Of the shore boats, sch. Genesta, with 14,000 pounds heads the list. Off-shore haddock fetched \$3.50 and \$3.60, while shore goods on cod and haddock both, brought \$4.50, with hake at the usual \$2 to \$5.

The captains who were at T wharf yesterday were congratulating themselves at having come through the storm of Monday night without accident. Out in the bay and beyond the cape the storm was much more severe than on shore, and the wind drove the rain over the vessels in sheets, giving the lookouts and the men at the wheel all they could do to watch ahead, and keep the vessels on their course.

There was a familiar winter look about the boxes of smelts that came to the market yesterday morning from New Brunswick. The dealers who handle large quantities of smelts there pack them in smaller boxes than are used by most of the American dealers, and their boxes are new, and made especially for the trade. Yesterday morning, there were a large number of these boxes on the wagons that take the smelt about for the commission men, and they seemed to mark the opening of the frozen smelt business.

Yesterday T wharf entertained for a short time a class of Wellesley college girls, who descended upon the wharf in a determination to study the fish business in its relation to economics. The young women went down the north side of the wharf and around the end of the building, but when they looked up the south side and saw the tangle of wagons and handcarts, they appeared to lose their courage, and returned to Atlantic avenue by the north side. They seemed satisfied with what they saw and asked few questions.

The Italian dory fishermen, who have been practically out of business for several days on account of the storms, have again begun to fish. Some of the dories have been hauled out and their crews have sought work elsewhere for the winter.

The receipts in detail are:

Boston Arrivals.

Steamer Spray, 35,000 haddock, 600 cod.
Sch. Slade Gorton, 15,000 haddock, 10,000 cod, 2000 hake.
Sch. Robert and Arthur, 9000 haddock, 13,000 cod, 3000 hake.
Sch. Marguerite, 2500 cod.
Sch. Maxwell, 1000 haddock, 500 pollock.
Sch. Genesta, 7000 haddock, 800 cod, 2500 hake, 3000 cusk, 1000 pollock.
Sch. Joseph H. Cromwell, 3500 haddock, 500 cod, 1000 hake.
Sch. Raymah, 40,000 haddock, 15,000 cod.
Sch. Manhasset, 30,000 haddock, 25,000 cod.
Sch. Metamora, 7000 haddock, 1000 cod, 1500 hake.
Sch. Massasoit, 500 haddock, 10,000 cod.
Haddock, \$3.50 to \$4.50 per cwt.; large cod, \$4.50; market cod, \$2.50; hake, \$2 to \$5.

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Gigantic Codfish Landed at Boston.

A cod, five feet two inches in length and weighing 92 pounds, was brought to T wharf, Boston, on Saturday, by Tony Lawrence, a fisherman, who caught it off Egg Rock. This is the largest cod landed at the wharf for about 40 years. Just after the civil war, the late Capt. Lorenzo D. Baker, the founder of the United Fruit Company, landed a cod that measured five feet six inches and weighed 110 pounds.

Mackerel Imports.

Imports of salt mackerel at Boston to date are 22,588 barrels against 33,307 barrels at this time last year and 18,841 barrels at this time in 1907.

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Nova Scotia Lobster Season Opens.

The dealers are looking forward to the opening of the lobster season in the provinces, which begins December 15. They do not expect a large quantity on the steamers due next Thursday, as the fishermen will not have an opportunity to draw their lobster pots in time to catch the boats, but on the boat due next Sunday there will be a big shipment.

The Canadian authorities are looking sharply after the lobster fishermen, and advices received this week said that the revenue cutters had visited many places, breaking up lobster traps already set and releasing the lobsters, and obliging the fishermen who were anxious to get in on the first shipment to conform with the law.

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Fishing Fleet Movements.

Sch. Arbutus sailed on a Newfoundland herring trip yesterday in command of Capt. Frank Nolan. Sch. James A. Garfield also sailed for Bay of Islands yesterday.

Schs. Lillian and Mildred Robinson were at Canso, N. S., on Saturday.

Codfish Fare Sold.

Sch. Mina Swim has sold her fare of codfish to the Gorton-Pew Fisheries Co.

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BAY OF ISLANDS HERRING PLENTY

Advices to the Boston Fish Bureau state that herring were scarce on Monday, and that many of the fleet there were preparing to go to Bay of Islands, where the fish were reported plenty, to complete loading. Schs. J. J. Flaherty, Annie M. Parker and Judique were loaded at Bonne Bay, and ready and waiting a chance to sail. The Parker had pan frozen herring.

The dispatch also stated that schs. Arthur James, Arcadia and Ralph L. Hall were the last vessels to sail for home with salt herring cargoes.

From Bay of Islands, the Bureau learns that the herring are now plentiful and of the finest quality, and that some of the vessels will be loaded and ready to sail for home this week.

Herring have struck at Fortune Bay, despatches to that effect having been received here yesterday, and efforts are being made to charter the Lockeport, N. S., sch. Ida M. Clark, now at this port with a cargo of barrelled salt herring, and have her proceed there for a cargo.

Schs. Gossip, Lena and Maud and Corsair have arrived at Bay of Islands.

Five American schooners, schs. T. M. Nicholson, Essex, Lizzie Griffin, Elizabeth N. and Smuggler cleared from Louisburg, C. B., Monday, for the herring fishery at Bay of Islands, N. F.

The Herring Fleet at Bay of Islands.

A letter to the Times from Bay of Islands, N. F., states that sch. Arethusia had 550 barrels of salt herring on board December 8, which was more than any other vessel there had at that time. The prospect was not much improved, there being quite a lot of herring in the North and Middle Arms. Sch. Saladin was the only vessel in the North Arm at that time, being anchored handy to where schs. Henry M. Stanley and Hazel R. Hines were when they dragged ashore. It was a hard place to fish, but the herring were there. Chaney Hall had arrived from Bonne Bay and visited all the Arms in a gasoline launch. There were four Nova Scotia vessels in the bay, two at Wood's Island and two at McIver's. They had no bulk of herring, and would not average 150 barrels to each craft.

Schs. S. P. Willard and Theodore Roosevelt lay at McIver's wharf and are picking up some herring, but had no big fishing. They had about 250 barrels each. Sch. Hiram Lowell arrived at Woods Island on the eighth. Sch. George Parker is also at Woods

Island. Her mainsail was torn and Capt. Farmer had to take it ashore to fix it, sending to St. John's for duck. Sch. A. V. S. Woodruff was also at Woods Island, and had no herring to speak of. Last Saturday the herring situation looked better and some of the skippers were figuring on getting loaded this week, provided the herring held on in the Arms.

Newfoundland Government Reports

The latest Newfoundland government herring intelligence says:

Sound Island—Few herring in nets; codfish scarce.

Lark Harbor—No herring.

Birchy Cove—Good fishing in all the Arms except the Humber.

Nipper's Harbor—Wind west; light, fine; little codfish; herring striking in plentiful.

Pilley's Island—Moderate and fine; codfish and herring scarce.

Bonne Bay—Herring fishing continues fairly good; three vessels will finish loading today. (Saturday).

St. Jacques—Two seines hauled at Rencontre Friday, taking 500 and 250 barrels respectively; good fishing for nets here; abundance of herring in bay; size 11 and 12 inches.

Taken in Large Quantities at Fortune, St. Mary's and Placentia Bays.

Steamer Portia at St. John's reports there is an abundance of herring in Fortune, St. Mary's and Placentia bays, and large quantities are being taken by the residents of these bays. Capt. Fitzpatrick says those herring are not of the old school, which lived in these waters 10 or 15 years ago, but are of a smaller size. The captain has made a careful study of the herring at Salmonier for the past five years, and always found their growth to average about 1 1/4 inches each year, and he feels confident that the herring now there are not of the old school of big herring, though they are fairly large in Placentia bay and Fortune bay, and of good medium size in St. Mary's bay. In the captain's opinion, these bays have now enough herring to last for 20 years, if they are properly cared for, and not driven away, as they have been in Bonne bay, and Bay of Islands, which places, he says, will have to wait 10 years for another school of herring to grow, before they will have them in the same quantities as before.

Herring are also present at Fermeuse and Cape Broyle, and when the Portia came along nets were out, a circumstance which Capt. Fitzpatrick says, he never saw before.

There is a good sign of codfish at Rose Blanche and vicinity, but the weather has been too stormy to permit of operations by the fishermen.

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Portland Fish Notes.

As a result of the storm, practically the entire fishing fleet remained in port Tuesday, and not a single craft left the harbor until late in the afternoon, when the wind had decreased. Nearly all the fishing vessels were tied up at Commercial wharf and the day was spent by baiting up trawls, preparing to go out as soon as the weather moderates. The following schooners were tied up at the wharves: Fannie Hayden, Wataugo, Fanny Reed, Bernie and Bessie, A. P. Parkhurst, Mary E. Sennett, Lochinvar, George H. Lube, Albert W. Black, Angie B. Watson, Margie Turner and the sloops Hobson, Defender, Minerva, Bennie, Crusader. The entire fleet arrived in port Monday night in time to escape the fury of the 52 mile gale, and the skippers said Tuesday that they were mighty glad to be tied up at the wharf, as the night was the most severe of the season.

During the gale, sch. Margie Turner was lying at the end of Commercial wharf, broadside to the wind and sea and Tuesday morning in the height of the breeze, she pounded hard against the end of the wharf, and on one roll her rail, abreast of the foremast, crashed against the wharf, and broke for about six feet. Afterwards the vessel was hauled around on the west side of the wharf into a better harbor. The damage to the rail will be very slight and can be quickly repaired.

The following fares were landed Tuesday: Schs. Lochinvar, 10,000 lbs. fish; George H. Lube, 12,000; Angie B. Watson, 12,000.

Shore Fleet Still in Port.

Most of the market boats are still in port this morning, their skippers evidently not liking the looks of the continued low glass. Only a few went out and several that were out came in during the forenoon.

SCH. GOV. AMES A TOTAL LOSS.

Captain and Wife and Twelve of Crew Drowned.

Capt. C. H. King, his wife and 12 members of the crew of the five-masted sch. Governor Ames of Boston were killed or drowned in the gale off Cape Hatteras last Monday, according to Josiah Speering, the sole survivor of the wreck, who was pulled up clinging to some rail wood ties by steamer Shawmut and landed at Charleston, S. C.

Frantic efforts were made to save the captain's wife. As the gale tossed the ship about, the crew, spurred on by the pleadings of the captain, lashed her first to one part of the ship, and then to another. The lashings broke, and before she could be secured safely again, one of the masts toppled on her and crushed out her life.

The schooner was bound for New York from Brunswick, Ga., with a great cargo of railroad ties. Off Wimble Shoals, there was a crash as the schooner grounded heavily.

For hours the crew had been working without sleep trying to keep the ship on her course. The gale increased and the schooner was driven relentlessly toward the shoal.

Capt. King was a Lunenburg, N. S., man and quite well known here.

PUGET SOUND FISHERMEN.

Big Run of Salmon Has Made This a Profitable Year for Them.

The small fishermen of Puget Sound reaped a rich harvest during the recent big run of sockeye salmon. From Bellingham comes a story to the effect that the average catch of the individual fishermen during the run brought them \$800 apiece, which is pretty fair pay for a season of but a few weeks long. They will make some more from the humpbacks and the silver salmon yet to run, but of course nothing like as much as they did from the sockeyes, because the inferior fish command a very small price this year.

There were 75 boats out catching for the Bellingham canneries, and the average earning for each boat was \$9200. One boat had a catch of 80,000 fish, which was the record of the season. The biggest catch of any single day by one boat was 8000 fish. When it is considered what a large price the fish brought, it can be seen that, all things considered, there are very few occupations in which bigger returns can be had for the investment than in fishing for salmon during the years of a big run.

It was the fish traps, not the net fishermen, which caught the bulk of the salmon put up this season.

ASHORE IN BOSTON HARBOR.

Sch. Massasoit Later Floated with the Aid of a Tug.

Sch. Massasoit of Duxbury went ashore in coming up Boston harbor Tuesday afternoon about 4 o'clock in consequence of hugging the shore too closely to avoid a collision with steamer City of Macon, which was bound out. The schooner at first struck a boulder and hung there for a time, and when she moved off, the tide carried her further inshore and she again struck and held fast.

Capt. Leslie Thomas set his crew at work with a hawser, but they were unable to move her, and the tug Thomas Mann came along about 8 o'clock in the evening, and offered assistance, which was accepted and her efforts were finally successful.

The tug towed the schooner to T wharf, where the trip of fish was taken out, and the schooner will haul out for examination and repairs.

Will Go Georges Halibuting.

Sch. Juno, which was bought of Boston parties last fall by the Gorton-Pew Fisheries Company, is on the Rocky Neck railways fixing up. She will have a thorough overhauling, and early in the new year will engage in the Georges halibut fishery under command of Capt. John Stream, formerly of sch. Kineo.